



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Cecilia Achiam
Acting Director of Development
Date: November 1, 2007
File: DP 07-368382
Re: **Application by Oris Development (London Landing) Corp. for a Development Permit at 13060 No. 2 Road**

Staff Recommendation

That a Development Permit be issued which would permit the construction of a four-storey mixed-use building over a parking structure consisting of approximately 890 m² (9,580 ft²) of commercial space and approximately 22 dwelling units and associated parking on a site zoned Comprehensive District (CD/191)

Cecilia Achiam, MCIP, BCSLA
Acting Director of Development

FM:blg
Att.

Staff Report

Origin

Oris Development (London Landing) Corp. has applied to the City of Richmond for a Development Permit for the construction of a four-storey mixed-use building over a parking structure consisting of approximately 890 m² (9,580 ft²) of commercial space and approximately 22 dwelling units and associated parking at 13060 No. 2 Road. The site is presently occupied by a one-storey, light industrial building and parking area for Hi-Line Aluminium Welding operations.

The site is being rezoned from "Light Industrial District (I2)" to "Comprehensive Development District (CD/191)" for this project under Bylaw No. 8291 (RZ 07-331350).

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

Background

Development surrounding the subject site is as follows:

- To the North: One-storey industrial building on a site zoned Light Industrial District (I2);
- To the East: New three and four-storey mixed-use building under construction on a site zoned Comprehensive Development District (CD/83), including commercial/light industrial space at ground level and 74 dwelling units above; and an underground parking structure;
- To the South: Bike Terrain Park (City of Richmond) and Industrial property zoned Light Industrial District (I2); and
- To the West: Several industrial properties zoned Light Industrial District (I2).

Project Description

The proposal involves a mixed-use (commercial/residential) development on the north side of London Road being built as Phase II of the development under construction at 6111 London Road, immediately to the east of the subject site. The proposed development will be integrated with the site to the east, including the provision of cross-access between the parkades and surface parking.

Rezoning and Public Hearing Results

No major design issues have been identified during the rezoning process to be resolved at the Development Permit stage. The applicant and staff worked collaboratively through the rezoning process to address design aspects of the proposal and implement the recommendations from the Advisory Design Panel.

The Public Hearing for the rezoning of this site was held on October 15, 2007. At the Public Hearing, no written or verbal submissions were made to express any comments or concerns about rezoning of the subject property.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues of the area and staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the London's Landing Development Permit Guidelines in the Steveston Area Plan, except for the zoning variances noted below.

Advisory Design Panel Comments

The Advisory Design Panel was very supportive of the proposed development and decided to move the application forward subject to some design refinements to enhance architectural details, its special heritage character, and achieve simplification of proposed landscaping. A copy of the relevant excerpt from the Advisory Design Panel Minutes of May 2, 2007 is attached for reference (**Attachment 2**). The design response from the applicant to the Advisory Design Panel comments has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

Conditions of Adjacency

- The London/Princess area at the south end of No. 2 Road is transitioning from a light industrial district to an area that will accommodate mixed-uses, including more urban densities and building forms which support a neighbourhood core with a special heritage character centred in the vicinity of London Road at the foot of No. 2 Road.
- The London Landing area, and especially along No.2 Road, London Road, Dyke Road and Princess Street have experienced a sustained development activity in the recent years. The proposal fits the area's emerging context that includes mixed-use developments with ground level retail space and live/work dwelling units, four-storey multi-family buildings with underground parking and lower density residential developments, including stacked townhouses, detached townhouses and single-family homes.
- The western wing of the proposed building fronting on No. 2 Road extends up to the north property line. It is expected that continuity of building frontage will be extended along No.2 Road as a result of the future redevelopment of the property immediately to the north that, to ensure realizing its full development potential, will abut the north side of the proposed building.
- South from the proposed development, across London Road, is the Bike Terrain Park and a few one-storey light industrial sites that provide unique future planning opportunities for completing the London/Princess Node, improving the neighbourhood/City access to the riverfront and consolidating a public open space at the London Landing wharf precinct.
- The various light industrial sites to the west, across No. 2 Road from the development site, presently provide open storage for fishing boats and related equipment. The condition of these sites and existing land uses are expected to remain unchanged for the near future.

Urban Design and Site Planning

- The proposal meets the objectives of the Sub-Area Plan and has satisfactorily addressed the Character Area Design Guidelines for this area by contributing to consolidating the special heritage character of the London/Princess Node as the heart of the London Landing neighbourhood.
- The building(s) are sited to reinforce and continue a strong street edge on London Road, from Princess Street to No. 2 Road. Continuity of commercial frontage at ground level, with residential uses above, contribute to completing the streetscape along London Road that is expected to function as the “Main Street” of the neighbourhood.
- The London Road streetscape is characterized by arcades and canopies, special paving, bollards, planting and street trees on open grates, roll-over curbs and well defined on-street parking bays. These feature elements of the streetscape reinforce a strong sense of pedestrian priority in the area.
- The grade of the arcade along London Road matches the grade of Phase I at the east property line allowing wheelchair access from the sidewalk to the building elevator core and arcade through the adjacent development (Phase I).
- The grade of the arcade remains constant along the whole frontage of the building, while the street gradually slopes toward the west and then to the north along No. 2 Road. This change in grade determines that the small open space/plaza at the corner of the arcade be slightly raised above the sidewalk, offering good opportunities for outdoor activity, seating and dining, or simply people-watching.
- London Road gradually slopes toward its intersection with No. 2 Road; from this point the slope continues to the north along the No. 2 Road frontage facilitating access to the underground parking at the northeast corner of the site.
- The proposed development retains the existing right-of-way (ROW) along No. 2 Road, which combined with a wider sidewalk, provides the appropriate character to this portion of the road that is the pedestrian linkage from the waterfront trail/public pier area to the proposed Greenway/Linear Park along the former CN rail right-of-way (ROW).
- The building(s) is placed along the street edges on London Road and No.2 Road, with an open space/gathering place at the arcade level, at the corner of the site. The disposition of the building(s) on the site also defines an interior courtyard/parking area that extends the parking area provided by the development on the east (Phase I).
- The development includes a total of 76 parking spaces, while 74 parking spaces are required. There are (2) accessible parking spaces and a total of 36 bike lockers provided. The underground parking level is accessed from No. 2 Road and provides parking for 61 cars (21 commercial and 5 visitor parking spaces separated from the 35 residential parking by an overhead security gate).
- Access to the interior ground level courtyard, which includes 15 commercial parking spaces and a loading area, is provided from London Road via the adjacent development to the east (Phase I) and driveway at the Dyke Road-London Road intersection. Small-car parking spaces provided in the proposed development are within the allowed 30%.
- The secure underground residential parking and the commercial parking at grade are connected to, and become an extension of the parking of the development to the east

(Phase I). Cross-access easements for access and circulation was secured in Phase I, which facilitates access/exit from the residential parkade at both London Road and No. 2 Road.

- A residential garbage and recycling room is provided on the underground parking level, in close proximity to the entrance driveway. A separate commercial garbage and recycling enclosure is provided on the ground floor level, at the interior corner of the open courtyard.
- The development includes 22 units, including three (3) one-bedroom units (affordable housing units), eight (8) two-bedroom units, three (3) two-bedroom units and den, and eight (8) two-bedroom, two-level “townhouses” with access to a private deck on the roof.
- A Servicing Agreement for frontage works along No. 2 Road is required prior to a Building Permit being issued. Frontage works along London Road are incorporated into the Servicing Agreement for the development to the east (Phase I).

Architectural Form and Character

- The proposed development follows the tone of several recent developments in the area, contributing to reinforcing the emerging small village, walkable, atmosphere of the neighbourhood. The character of the proposed development is consistent with the typology and form, and character of several buildings in the area.
- Although the proposed building is presented as Phase II of the development immediately to the east, it is substantial enough to define its identity and stand on its own while respecting and being sympathetic to the character of the abutting building.
- The proposed building continues the pattern of simple forms and volumes which are reminiscent of the cannery building found in the area. However, the proposal introduces an applied structure for decks and arcade, and a general treatment of the facades. It also includes variation in the height of the roof parapet and the expression of the upper cornices that relate to the ‘false storefront’ character of the buildings found in the historic Steveston Village.
- Massing of the building decreases from four-storeys to three-storeys, from east to west, to ensure a soft transition with the existing building to the east. The simple building(s) form is broken by the introduction of smaller volumes intended to reduce the overall scale and mass. Height, proportions/scale and detailing of the volumes have been crafted in a creative way that addresses concerns regarding scale and visual impact.
- The elevator core and staircase on the east side of the building abuts the adjacent development and facilitates the massing transition between the two (2) buildings. At the street level, the scale and treatment of the interstitial space between buildings that is used to access the staircase and elevator create a short breezeway connecting the street to the interior courtyard.
- Building frontage articulation is provided by changes in mass, materials, colour and detailing of the upper floors of the building. The heavy timber post and double beam structure create the framework for the arcade along the building street frontages that integrates decks, awnings and signage to provide weather protection and achieve a human scale at the base of the otherwise simple building volume.
- Colours used in the building are consistent with the heritage palette of the area and provide a common vocabulary as a link with the residential neighbourhood to the east.

- The proposed building includes a variety of finishes; metal siding (galvalume), coloured trim and vinyl windows that match or complement the Phase I building to the east. In addition, the use of horizontal Hardiplank type of siding in muted colours introduces variety and define the unique, different character of the proposed development by achieving a closer association with the Steveston storefront type of buildings.

Landscape Design and Open Space Design

- There are no trees or mature vegetation on the subject development site. Proposed landscaping includes trees on the street boulevard and raised planters along London Road.
- In character with the “industrial feel of the proposed development, the proposed landscaping is composed of mainly hard surfaces. Fifteen (15) trees and a variety of perennials, shrubs, ground covers and vines have been included to provide seasonal interest. No conifers are proposed as the trees are mostly street trees and conifers with obstruct site lines into the commercial units.
- A wooden trellis structure and screen is proposed along the property line on the north side of the ground level parking area, which, in combination with shrubs and vines planting, will soften the starkness of the blank wall exposed to views from the building and courtyard.
- Decorative pavers and other textured materials are used on the internal courtyard, sidewalk, planters and at the southwest corner of the site to provide visual interest and reinforce a pedestrian precinct. Bollards, and changes in pavement texture and colour help to establish a well-defined separation between vehicles and pedestrians.
- Outdoor amenity space is provided in the form of a large deck overlooking the internal courtyard. This internal open space is located at the end of the second floor open circulation corridor and is connected to the central courtyard by an open, covered staircase. A smaller outdoor amenity space in the form of a south oriented deck is provided on the third floor, allowing wide views toward the river and the London Road commercial area below.
- Given the design constraints resulting from a tight site configuration, cash-in-lieu of indoor amenity space in the amount of \$25,000 dollars will be provided as per the Official Community Plan (OCP).
- The proposed development will landscape and retain the existing right-of-way (ROW) along the site’s east property line, which, in combination with proposed parking pockets, grass boulevard and wider sidewalk on No. 2 Road will achieve consistency with the London Road streetscape.
- Proposed landscaping meet the objectives of the Official Community Plan (OCP).

Affordable Housing and Accessibility

- Although requirements to provide affordable housing was not in effect at the time the development application was made, the applicant has worked cooperatively with the City to include three (3) one-bedroom units on the north side of the building; these units are considered affordable Entry Level Ownership Housing units. Comprehensive Development District (CD/191) includes density conditions that will ensure these units are not converted or enlarged in size in the future.

- Three (3) of the two-bedroom units in the building have been designed to be easily adapted to accommodate residents that may require increased levels of accessibility; all other units will be provided with features (i.e. blocking in washroom walls) that will facilitate aging in place.

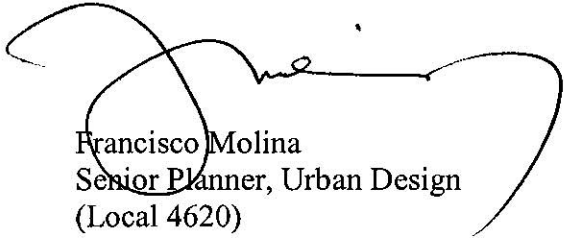
Crime Prevention Through Environmental Design (CPTED)

- Crime Prevention Through Environmental Design (CPTED) best practices have been considered in the design of internal spaces, building perimeter and underground parking. The proposed development provides clear and strong definition of public and private spaces.
- Vision panels are provided at parking level elevator and staircase vestibule. Access to residential parking area, which is separated from visitor and commercial parking area, is controlled by a secure gate.
- Building perimeter and street level arcade are visible from the street and the commercial spaces, which include full height glass storefronts.
- Side windows in the rear doors of the commercial spaces provide ground level surveillance opportunities toward the interior courtyard. Open perimeter corridor at the second level and upper floors residential units provide additional casual surveillance opportunities over the internal courtyard
- Elevator/staircase vestibule is fully glazed and visible from the street. The pedestrian corridor (breezeway) between the street and the internal courtyard will be well lit and a lateral window provided on the wall of the abutting commercial unit will increase ground floor visual surveillance.

Conclusions

The proposed form of development meets the intent of the General Development Permit Guidelines for Steveston and the specific Character Area Guidelines for “Area C: London’s Landing”, which form part of the Official Community Plan (OCP) that seek a special heritage character for the London/Princess Node as the heart of the London Landing waterfront neighbourhood.

Staff fully supports the proposed heritage character, massing approach, and proposed density and height of the building, which has been crafted in a creative way that addresses potential concerns regarding scale and visual impact. The review by the Advisory Design Panel (ADP) also provided strong support to the proposal.



Francisco Molina
Senior Planner, Urban Design
(Local 4620)

FM:blg

The following requirements are to be met prior to forwarding this application to Council for approval:

- Payment of \$25,000 as cash in-lieu of indoor amenity space, as per Official Community Plan (OCP); and
- Receipt of a Letter-of-Credit for landscaping in the amount of \$16,039.74 (based on cost estimate provided by the Landscape Architect).

The following requirements are to be met prior the issuance of a Building Permit*:

- Encroachment Agreement, including an indemnity clause, for moveable planters and stairs that encroach on the existing S.R.O.W. along No2 Road, and moveable planters and cantilevered steps (maximum of two) that encroach on London Road R.O.W.
- Restrictive covenant to ensure that footings are located lower than the - 0.92 m. geodetic depth of the existing sewer to minimize pressure of the footings on the sewer line.
- Enter into the City's standard Servicing Agreement to design and construction of the frontage improvements along No. 2 Road. Works are to include but not limited to Curb/gutter, minimum 2.0 m. wide grassed and treed boulevard, 2.0 m. wide concrete sidewalk, street lighting and storm sewer.
- Submission of a construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic regulation Section 01570.

(*) denotes that a separate application to the City is required



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet Development Applications Division

DP 07-368382

Attachment 1

Address: 13060 No. 2 Road

Applicant: Oris Development (London Landing) Corp. Owner: Hi-Line Aluminum Welding Ltd.

Planning Area(s): Steveston. Character Area C: London's Landing

Floor Area Gross: 2,913.46 m² (31,360.51 ft²) Floor Area Net: 2,833.45 m² (30,499.12 ft²)

	Existing	Proposed	
Site Area:	2,023 m ² (21,777 ft ²)	2,015 m ² (21,691 ft ²)	
Land Uses:	Light Industrial	Commercial/Residential	
OCP Designation:	Mixed-Use	Mixed-Use. Commercial and Residential	
Zoning:	Light Industrial I2	Comprehensive Development CD/191	
Number of Units:	N/A	22	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.45 (1.38 base + 0.07)	1.45	None Permitted
Lot Coverage:	Max. 54%	54%	Complies
Setback – Front Yard:	Min. 4.5 m	4.5 m (West)	Complies
Setback – Side Yard (North):	Min. 0.0 m	0.0 m (North)	Complies
Setback – Side Yard (South):	Min. 3.0 m	3.0 m (South)	Complies
Setback – Rear Yard:	Min. 0.0 m	0.0 m (East)	Complies
Height (m):	Max. 21 m	20.68 m (67.83 ft.)	Complies
Off-street Parking Spaces –Commercial:	36	36	Complies
Off-street Parking Spaces – Residential:	33	35	Complies (2 over)
Off-street Visitor Parking	5	5	Complies
Total off-street Spaces (Accessible):	74 (2)	76 (2)	Complies
Tandem Parking Spaces	not permitted	N/A	Complies
Amenity Space – Indoor:	Min. 70 m ²	N/A	Complies
Amenity Space – Outdoor:	6 m ² /unit (132.0 m ²)	132.41 m ² (1,425.23 ft ²)	Complies

**Excerpt from the Minutes from
The Design Panel Meeting**

Wednesday, May 2, 2007 – 4:00 p.m.

Rm. M.1.003

Richmond City Hall

1.

Development Permit 07-368382

APPLICANT: Patrick Cotter Architects Inc./ London Landing

PROPERTY LOCATION: 13060 No 2 Rd.

Staff Comments

On behalf of Francisco Molina, Diana Nikolic asked the Panel to comment on the building's response to the adjacent development (in some cases referred to as Phase 1), the interruption of the pedestrian realm by the party wall on the adjacent site, and spoke briefly about the applicant's agreement with Engineering for encroachments.

A brief introduction to the area and the associated area plan was provided.

Applicant's Comments

Gary Fields, highlighted that the geometry is similar in scale with the adjacent development but based on an additive geometrical approach. The adjacent development (Phase 1) is characterized by simple volumes and carved out elements in comparison to the subject development, which is characterized by simple masses and additive forms. The subject development is consistent with the village maritime/industrial character of Steveston. The lower stories, which are commercial units, include the same galvanized metal material used on the adjacent site.

To address CPTED concerns, additional glazing has been used on the storefronts and the elevator lobby is glazed. The corner has been designed to preserve sight lines.

The wall from the previous development that was interrupting the pedestrian space has been removed.

Landscaping includes low planting beds, and street trees that will be placed in locations that minimize interference with access to the building.

Panel Discussion

In answer to several questions, the applicant provided the following advice:

- What was the cladding on the adjacent building?
Corrugated metal
- Confirmation that appropriate building separation/fire separation has been included. The deck will be non-combustible. The development must meet Building Code.

- What is the proposed material for the sloped canopy?
Vinyl fabric
- How is the staircase secured?
Access is gated and requires a FOB for access.
Regarding restricting access, commercial garbage and recycling is at grade, residential garbage and recycling is within the parking level, and mailboxes are located within the lobby.
- The treatment of the surface parking area will be a continuation of the materials used on the adjacent site.

Comments from the Panel were as follows:

- Interesting project, the building form is functional and the building is well sited, the proportions work and the design intent is well done; however, it does not read as part of the adjacent development (Phase 1). As the proposal is substantial enough to stand on its own, it is not necessarily an issue that it does not read as a second phase of the adjacent development.
Investigate including weather protection over the upper decks to improve liveability and minimize concerns related to the building envelope.
Consider increasing the existing view from the street to the rear of the development established by the break in buildings along London Road.
Consider further articulation of the expression over the parkade entry.
The internal corner is tight; weather appropriate treatment should be considered.
Consider articulating the corner element.
- Concerns associated with the proposed free standing elevator.
Concern associated with the uncovered deck adjacent to the elevator.
Concern related to the longevity of the cornices proposed as they do not tend to age well in this climate.
- Concur that the subject development is sufficiently large to have its own identity.
The corner is underplayed and access to the commercial unit at the corner may be difficult to access.
- The planters proposed may not be deep enough for the landscaping proposed and the applicant should be cognisant of the potential to bury the commercial frontages behind landscaping. The applicant was cautioned not to be too exacting regarding the landscaping at grade.
Concern that the fabric awning will quickly become faded and discoloured; the applicant was asked to consider another material.
Ensure the site becomes a signature development.
Recognizing the challenges associated with the grade, the number of stairs proposed between the road and the development impacts accessibility.
- The proposed differences between the adjacent site (Phase 1) and the subject site are supportable and the reference to materials used on the adjacent site is supported.
The heavy timber posts reference the robust light industrial context and are appropriately used on the site.
Uncertain whether the corner location is sufficiently significant to warrant celebrating the corner.

- Support for the inclusion of affordable and accessible units within the development.
The applicant is encouraged to investigate providing more space within the washrooms to improve accessibility and to consider options to the galley kitchens proposed in 3 units. (The applicant clarified that a change has been made to the configuration.)
Consider introducing a no-curb shower into unit 207, which would greatly improve accessibility.
- The site is not located within a high crime neighbourhood but the applicant should consider that awning has the tendency to reduce opportunity for visual surveillance, particularly by the residential units above. Visual surveillance is often further impacted when shopkeepers do not roll up the awning at the end of the day.
There are opportunities to block views within the arcade, consider opportunities to introduce more translucent/permeable elements,
- The corner requires strengthening, clarify what the corner should be doing, diagonal corners weaken the vertical expression.
Consider making the cornice element more prominent.
No issue with the distinction between the adjacent development (Phase 1) and the subject site.

In response to the Panel's comments, the applicant advised that the comments would be taken into consideration and mentioned that the decks on the adjacent development are not covered.

Panel Decision

It was moved and seconded

That Development Permit 07-368382 move forward to the Development Permit Panel process taking into consideration the following comments provided by the advisory Design Panel:

1. The subject development can be a distinct development; therefore, the differences in character between the subject development the adjacent development (Phase 1) are considered acceptable;

2. Consider including weather protection over the upper level residential balconies;

The suggested provision of weather protection on the upper floor exterior decks would require extension of the deck structures up to one additional storey and would be inconsistent with the objective of allowing the wall plane to be articulated in the manner of the Steveston façade and frontage which is the architectural and heritage precedent for this scheme supported in comment No.1 above. No change.

3. Consider an alternative to vinyl canopies;

Alternative canopy design suggested was considered; the current design intent was to create a lighter deck and canopy structure consistent with Steveston façade and frontage typology. More solid structures would not be consistent with the design intent supported in comment No.1 above.

Alternate materials or fabrics will be considered further.

4. Consider simply landscaping at the ground level;

Landscaping at ground level along building frontage will, be simplified as suggested, with planting kept low in planters at sidewalk edge with only select trees of vertical habit and high canopy; this will ensure that the planting allow for clear sightlines to the commercial store frontages and pedestrian arcades, according to CPTED principles

5. Considering the robust industrial context, the corner should be consistent with this vocabulary.

The primary building mass fronting No.2 Road is proposed to be revised to articulate the corners of the building with varied parapet heights and contrasting materials to create a building element that responds to the corner

A similar corner treatment on the northwest corner will balance this building element and similarly improve the approach to the building from the north.

6. Further attention to the internal corner is required to improve the space; and

The internal corner condition is proposed to be improved by: moving the stair; cutting back the floor above; and adding glazing in the upper floor to allow more natural light to enter the space.

7. Consider increasing the adaptability of washrooms in the units that include two washrooms.

The layout of units 310 and 207 have been adjusted to allow one of the two bathrooms to be adaptable.

CARRIED



City of Richmond
Planning and Development Department

Development Permit

No. DP 07-368382

To the Holder: ORIS DEVELOPMENT (LONDON LANDING) CORP.

Property Address: 13060 NO. 2 ROAD

Address: C/O MR. DANA WESTERMARK
12235 NO. 1 ROAD
RICHMOND, BC V7E 1T6

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #12 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$16,039.74 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 07-368382

To the Holder: ORIS DEVELOPMENT (LONDON LANDING) CORP.

Property Address: 13060 NO. 2 ROAD

Address: C/O MR. DANA WESTERMARK
12235 NO. 1 ROAD
RICHMOND, BC V7E 1T6

7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

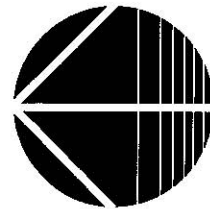
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR

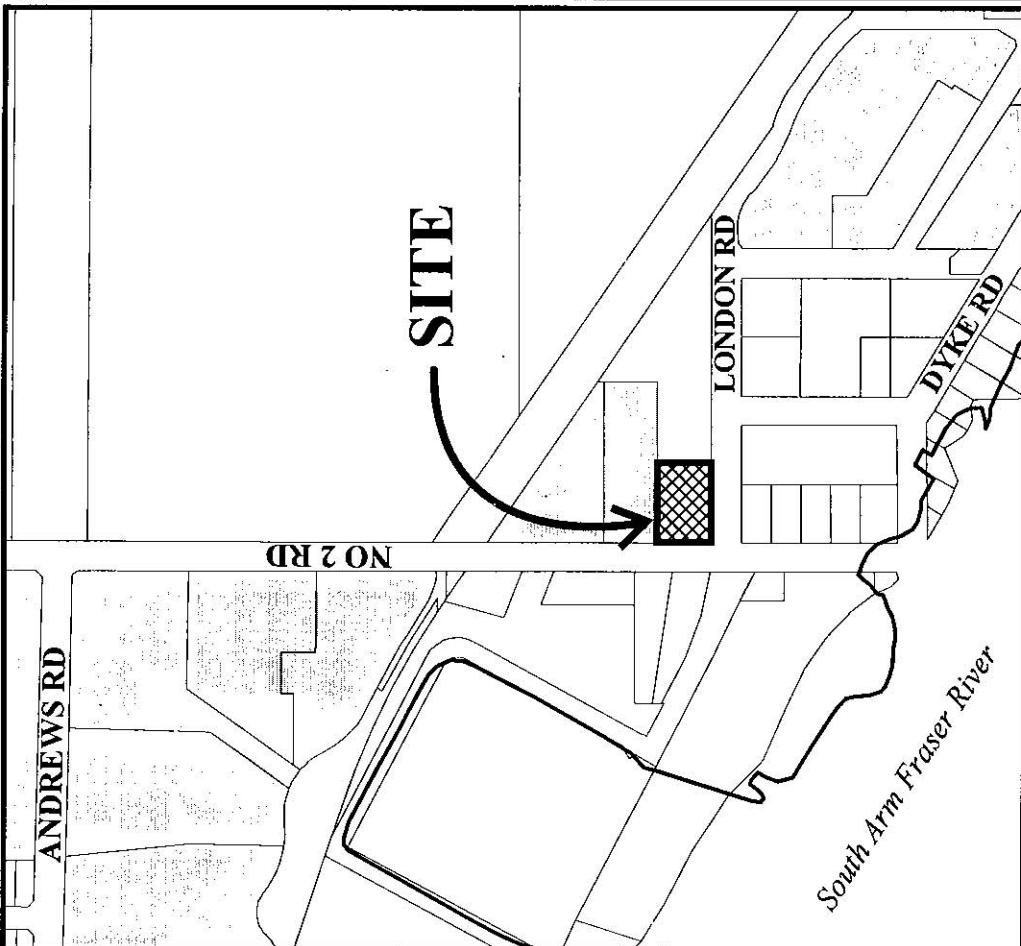
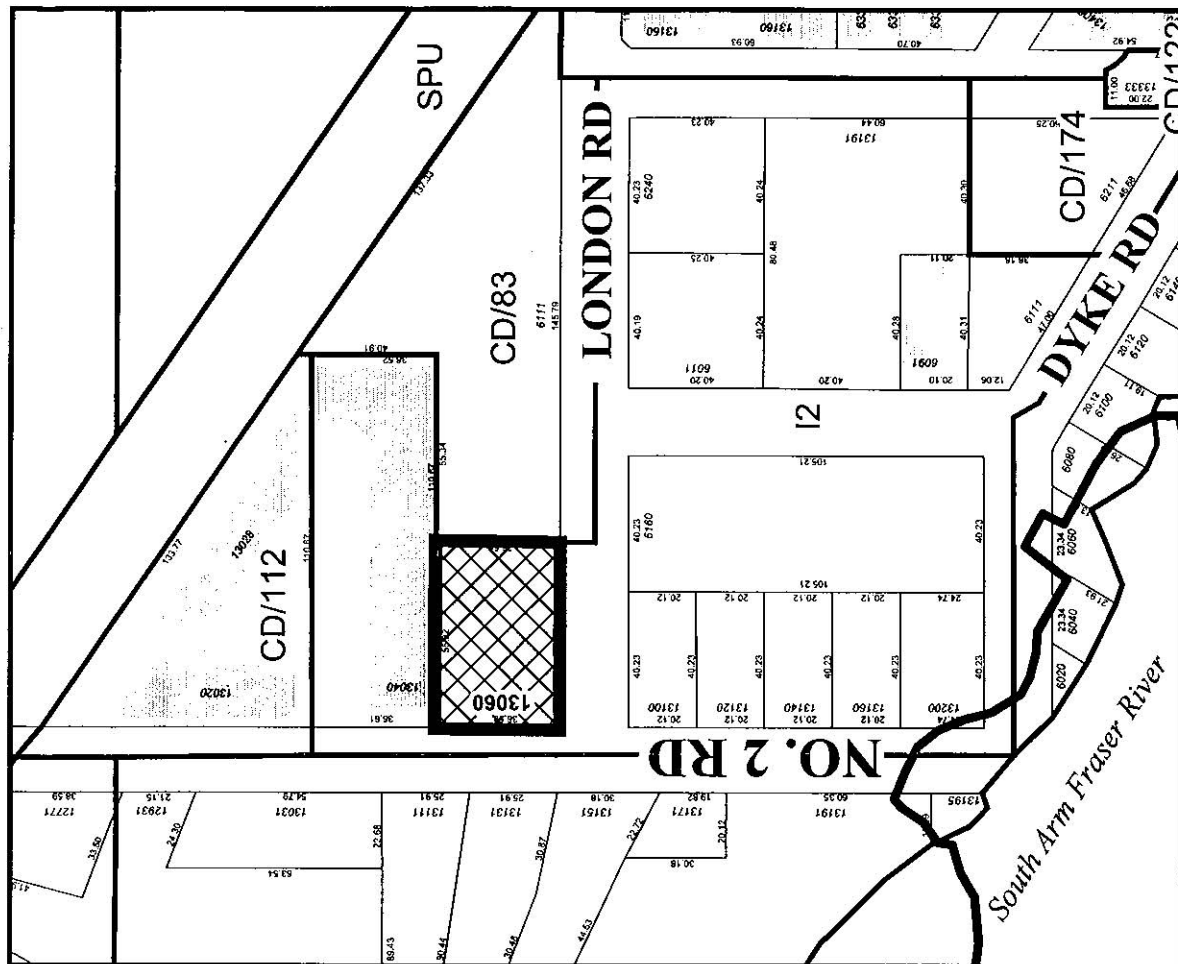


DP 07-368382
SCHEDULE "A"

Original Date: 04/26/07

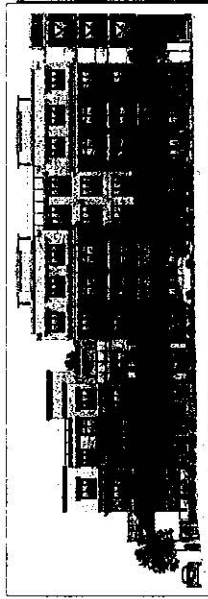
Revision Date: 10/31/07

Note: Dimensions are in METRES



NO. 2 ROAD COMMERCIAL/RESIDENTIAL DEVELOPMENT, RICHMOND, B.C.

VIEW FROM LONDON ROAD:



DRAWING LIST:

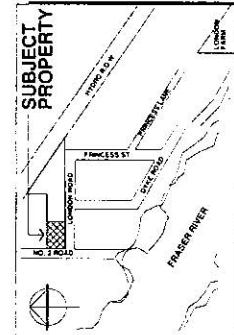
COVER	LONGITUDINAL & CROSS SECTIONS
A-401	LONGITUDINAL & CROSS SECTIONS
A-402	LONGITUDINAL & CROSS SECTIONS
A-403	LONGITUDINAL & CROSS SECTIONS
A-404	LONGITUDINAL & CROSS SECTIONS
A-405	LONGITUDINAL & CROSS SECTIONS
A-406	LONGITUDINAL & CROSS SECTIONS
A-407	LONGITUDINAL & CROSS SECTIONS
A-408	LONGITUDINAL & CROSS SECTIONS
A-409	LONGITUDINAL & CROSS SECTIONS
A-410	LONGITUDINAL & CROSS SECTIONS
A-411	LONGITUDINAL & CROSS SECTIONS
A-412	LONGITUDINAL & CROSS SECTIONS
A-413	LONGITUDINAL & CROSS SECTIONS
A-414	LONGITUDINAL & CROSS SECTIONS
A-415	LONGITUDINAL & CROSS SECTIONS
A-416	LONGITUDINAL & CROSS SECTIONS
A-417	LONGITUDINAL & CROSS SECTIONS
A-418	LONGITUDINAL & CROSS SECTIONS
A-419	LONGITUDINAL & CROSS SECTIONS
A-420	LONGITUDINAL & CROSS SECTIONS
A-421	LONGITUDINAL & CROSS SECTIONS
A-422	LONGITUDINAL & CROSS SECTIONS
A-423	LONGITUDINAL & CROSS SECTIONS
A-424	LONGITUDINAL & CROSS SECTIONS
A-425	LONGITUDINAL & CROSS SECTIONS
A-426	LONGITUDINAL & CROSS SECTIONS
A-427	LONGITUDINAL & CROSS SECTIONS
A-428	LONGITUDINAL & CROSS SECTIONS
A-429	LONGITUDINAL & CROSS SECTIONS
A-430	LONGITUDINAL & CROSS SECTIONS
A-431	LONGITUDINAL & CROSS SECTIONS
A-432	LONGITUDINAL & CROSS SECTIONS
A-433	LONGITUDINAL & CROSS SECTIONS

DRAWING NOT SUBMITTED

PROJECT DIRECTORY:

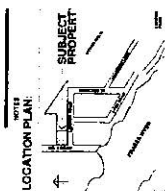
Client (Owner): One Development (H Line) Corp. 12235 81 Road Richmond, BC V7E 1T6 P: 604-271-4657 F: 604-271-4697 Dana Westerman, Paul Dryden	Architect: Palco Collier Architect Inc. Suite #235 11300 No. 3 Road Richmond, BC V7A 5J7 T: 604-272-4777 F: 604-272-4771 Gary Fitch, Edward Abbott, Robert Sucas	Structural: Wesley Smith Bowers #118 3855 Herring Drive Burnaby, BC V5C 8V3 T: 604-294-3753 F: 604-294-3754 Dany Bowers, Terry Hamilton	Landscaper: Ito & Associates Landscape Architect 3180 Main Street Richmond, BC V7E 2L4 T: 604-275-2812 F: 604-275-4836 Mimi Ito	Civil: H.Y. Engineering Ltd. 4200 - 9128 152nd Street Surrey, BC V3R 4E7 P: 604-583-1816 F: 604-583-1737 Linda Noh	Mechanical: MEC Engineering Consulting Ltd. Consulting Mechanical Engineers Unit 4 - 10243 - 91st Ave Surrey, BC V3R 8P4 P: 604-583-1816 F: 604-581-7448 Ermond Cheung	Electrical: Nemethi (S&A) & Associates Ltd. Electrical Consulting Engineers 2009 West 4th Avenue Vancouver, BC V6P 1M0 T: 604-736-5852 F: 604-736-5865 Kumar Sabud	Surveyor: Olsen & Associates British Columbia Land Surveyors 204-15585 - 24th Avenue Vancouver, BC V4A 2J4 T: 604-420-0077 F: 604-531-5811 Peter Jovett	Geotechnical: Geosidic Consultants Ltd. 4410-1200 West 73rd Avenue Vancouver, BC V6P 6G5 T: 604-438-0922 F: 604-438-9189 T: 607-800-1600 F: 1 (877) 782-3144	Code: GHL Building Codes & Fire Science 950 - 409 Granville Street Vancouver, BC V6C 1T2 P: 604-683-4419 Khash Vohani
---	--	---	---	--	---	---	--	---	--

LOCATION PLAN:



DEVELOPMENT DATA:

UNIT AREA SUMMARY									
FACILITY LEVEL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									
FACILITY UNIT TOTAL									



CHOCOLATE NO. 2 ROAD
 INDUSTRIAL, COMMERCIAL
 DEVELOPMENT
 13000 No. 2 Road
 Richmond, B.C.
 One Development
 (L) Line Corp.

COMPOSITE SITE PLAN
CROSS SECTION ALONG
LONDON ROAD

DP-07368382 #1

NOV 01 2007

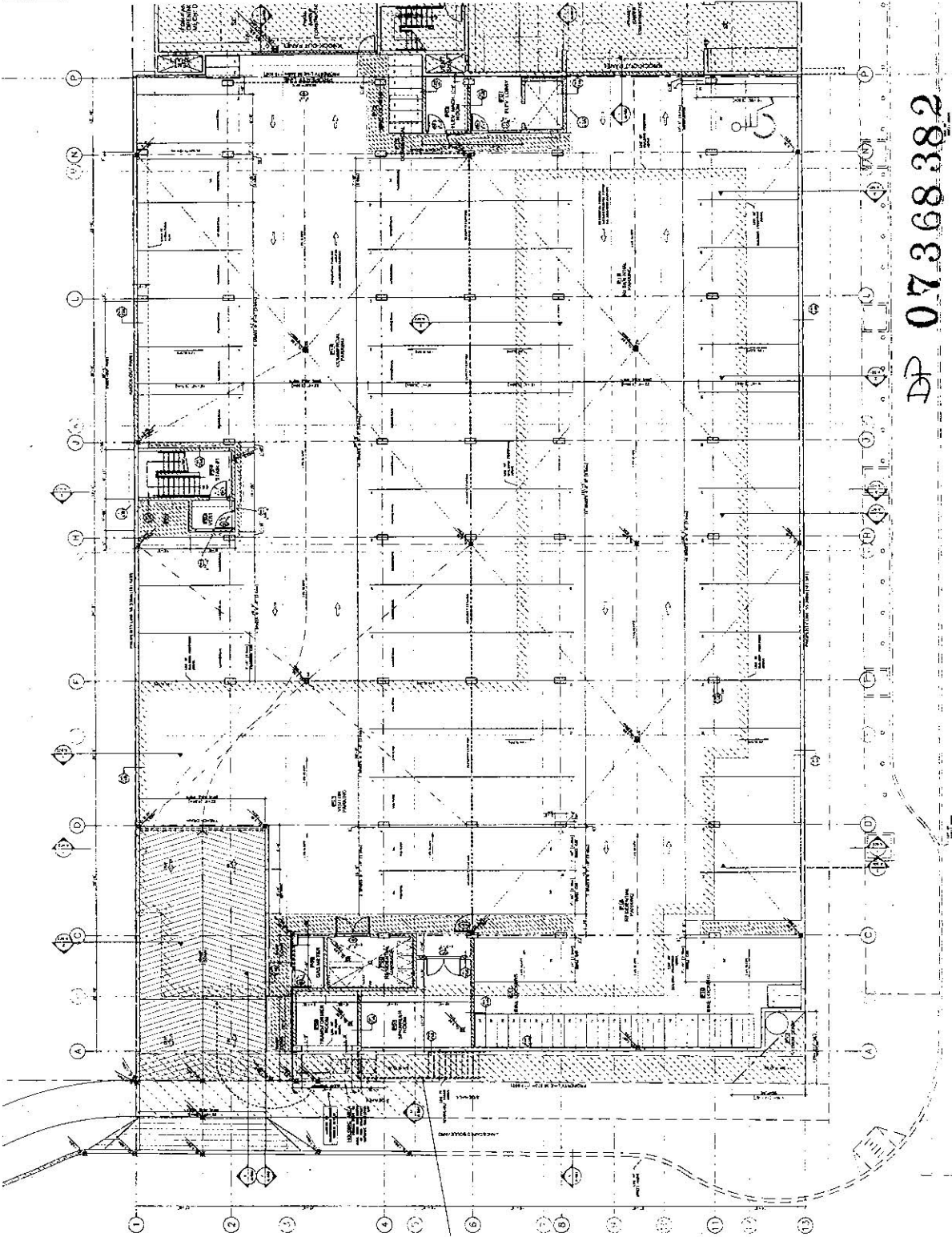
PHASE 1 (UNDER CONSTRUCTION)

X ADJACENT

PHASE 2

BIKE
FRONT

1
A102



DP 07368382

#2

NOV 01 2007

UNDERGROUND PARKING
Scale: 1/4" = 1'-0"



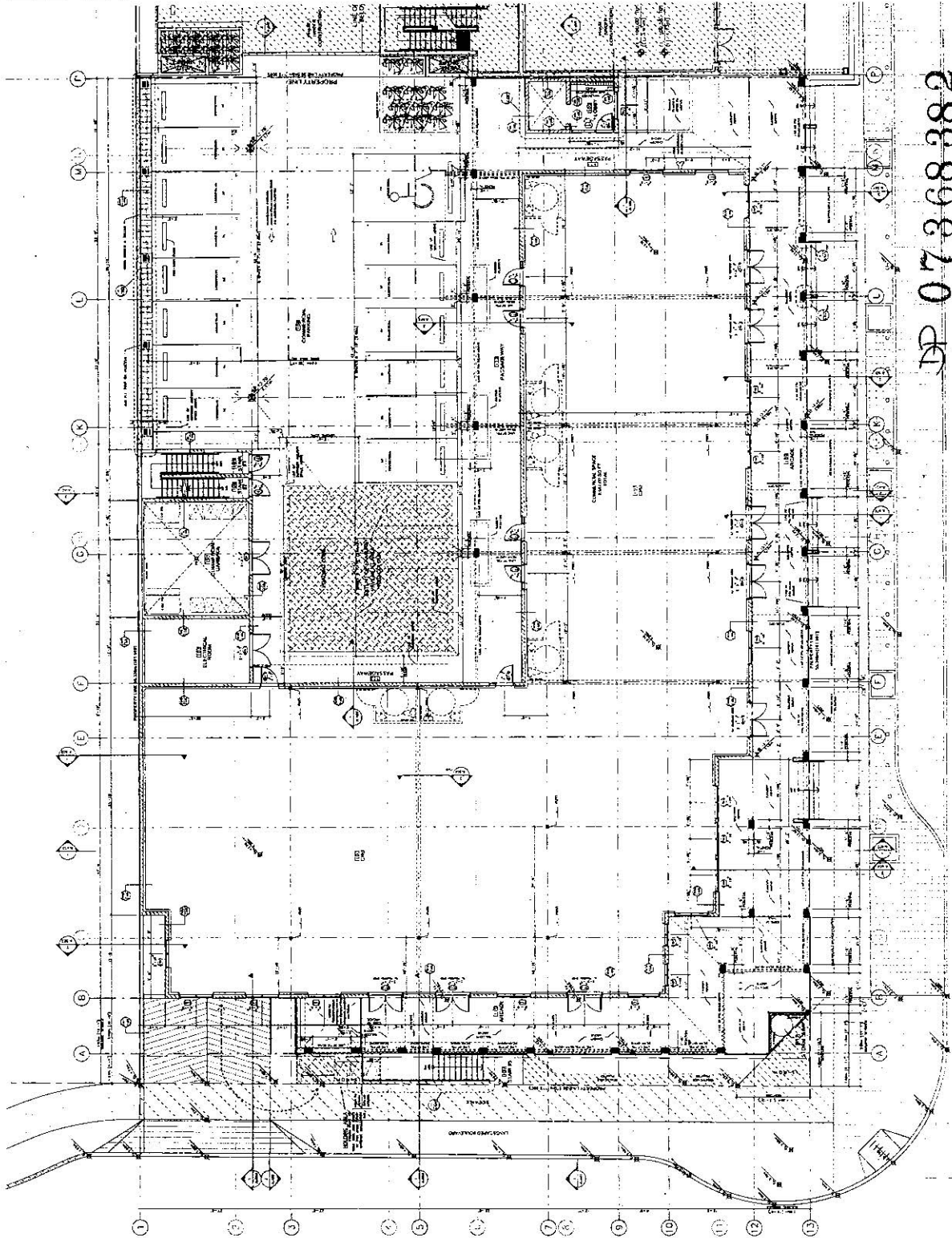
NOTES:
1. SEE SHEET A-202 FOR SITE PLAN.
2. SEE SHEET A-202 FOR SITE PLAN.
3. SEE SHEET A-202 FOR SITE PLAN.



PROJECT: 07368382
LOCATION: 7777 ROAD
DESIGN: 07368382
DATE: 11/01/2007
DRAWN BY: J. L. COLE
CHECKED BY: J. L. COLE
SCALE: 1/8" = 1'-0"

SITE PLAN
GROUND FLOOR PLAN

A-202 G



DP 07368382

#3

NOV 01 2007

SITE PLAN
GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

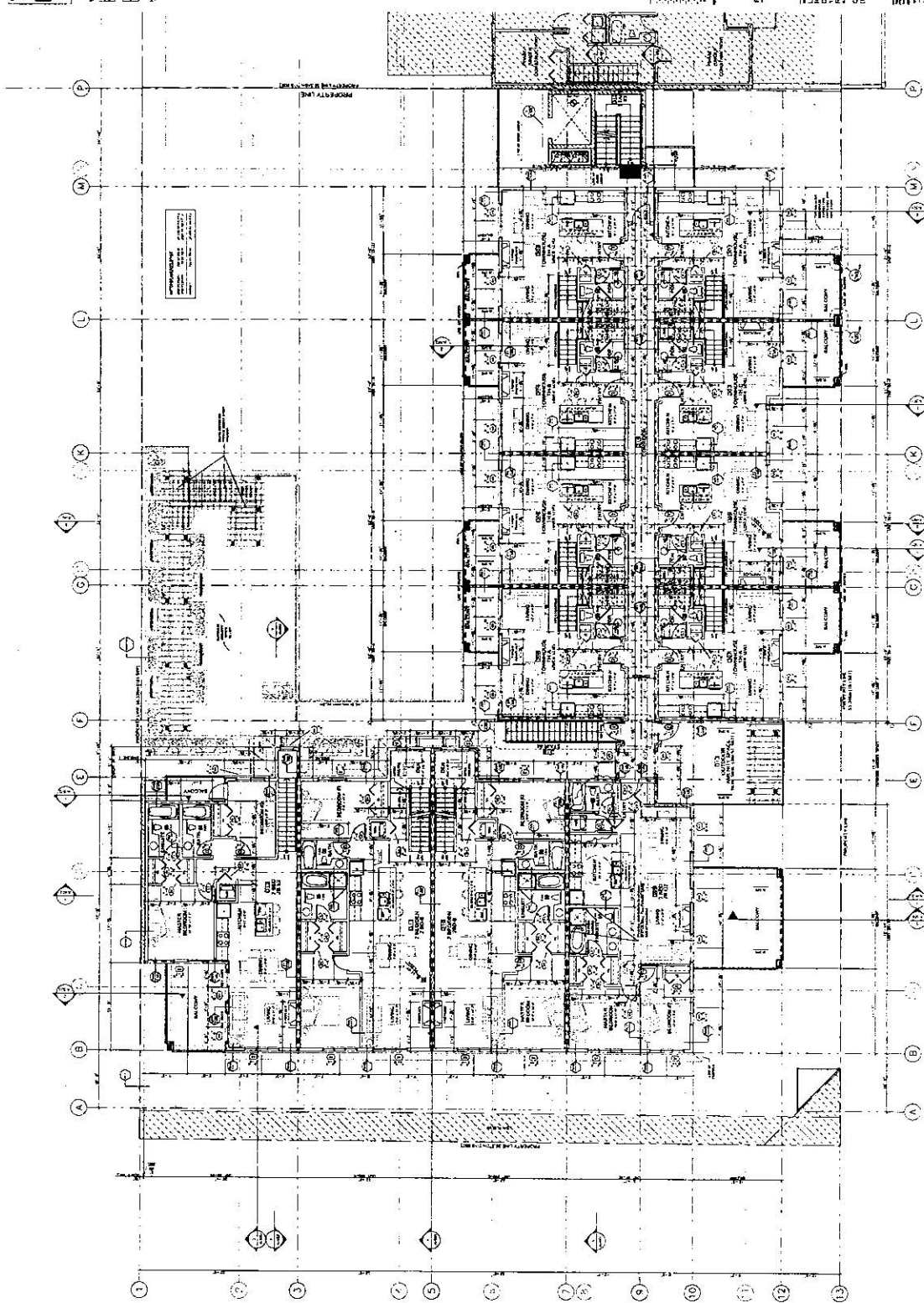


Dr. Onnephengsakul

[illegible]

THIRD FLOOR PLAN

A-204	G
-------	---



04368382

5#

NOV 01 2007

A

1 THIRD FLOOR PLAN
DATE 10-1-88



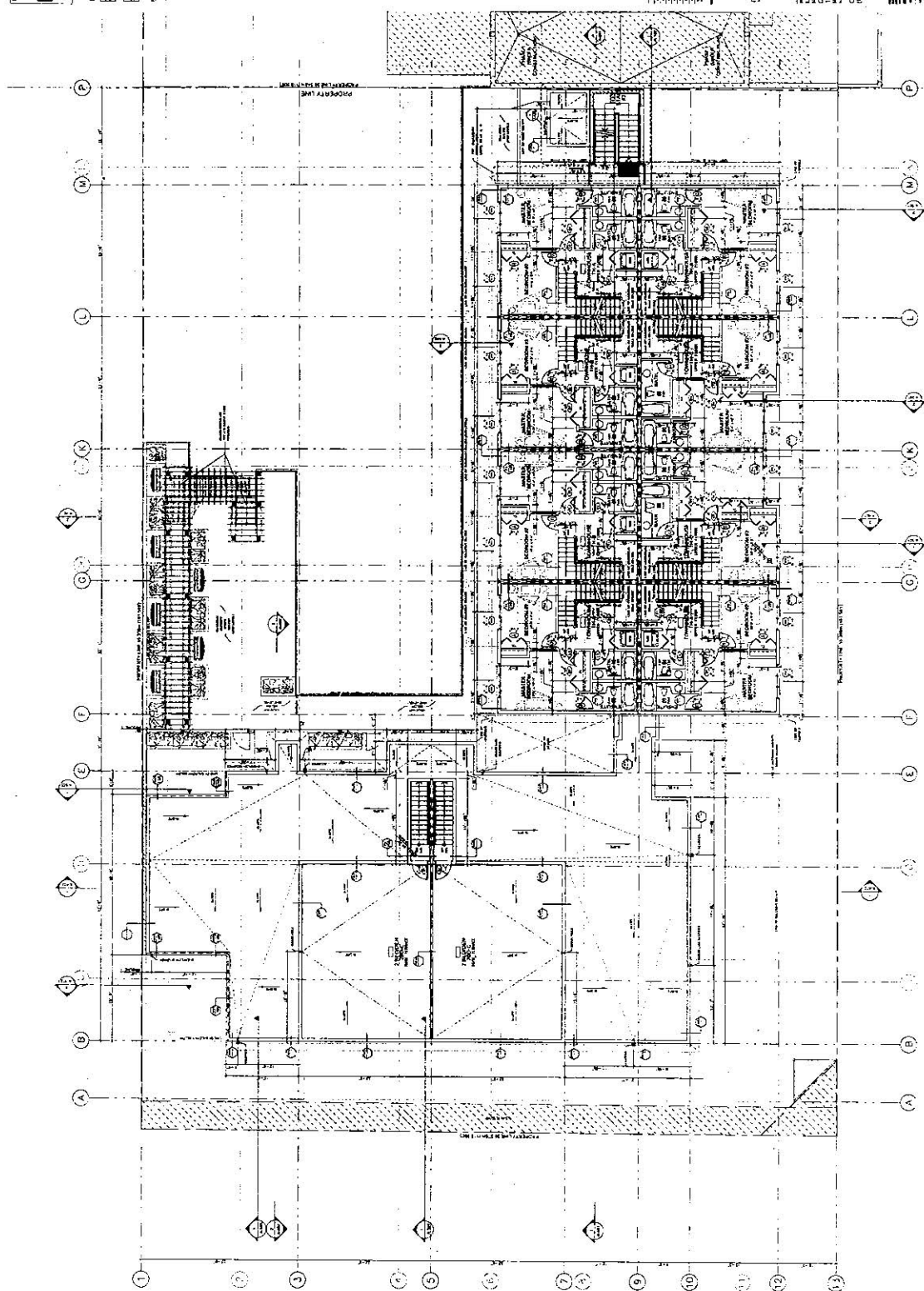
ONION NO. 2 ROAD
RESIDENTIAL / COMMERCIAL
DEVELOPMENT
3080 N.W. 2 Road
Richmond, B.C.
Date

One Development.

Room	Area	Volume	Notes
1. Living Room	12' x 14' = 168 sq. ft.	168' x 8' = 1344 cu. ft.	
2. Dining Room	10' x 12' = 120 sq. ft.	120' x 8' = 960 cu. ft.	
3. Kitchen	10' x 10' = 100 sq. ft.	100' x 8' = 800 cu. ft.	
4. Bedroom	12' x 12' = 144 sq. ft.	144' x 8' = 1152 cu. ft.	
5. Bathroom	5' x 7' = 35 sq. ft.	35' x 8' = 280 cu. ft.	
6. Hallway	10' x 4' = 40 sq. ft.	40' x 8' = 320 cu. ft.	
7. Closet	4' x 6' = 24 sq. ft.	24' x 8' = 192 cu. ft.	
8. Porch	12' x 10' = 120 sq. ft.	120' x 8' = 960 cu. ft.	
9. Garage	12' x 14' = 168 sq. ft.	168' x 8' = 1344 cu. ft.	
10. Stairs	10' x 10' = 100 sq. ft.	100' x 8' = 800 cu. ft.	
11. Entry	10' x 10' = 100 sq. ft.	100' x 8' = 800 cu. ft.	
12. Living Room	12' x 14' = 168 sq. ft.	168' x 8' = 1344 cu. ft.	
13. Dining Room	10' x 12' = 120 sq. ft.	120' x 8' = 960 cu. ft.	
14. Kitchen	10' x 10' = 100 sq. ft.	100' x 8' = 800 cu. ft.	
15. Bedroom	12' x 12' = 144 sq. ft.	144' x 8' = 1152 cu. ft.	
16. Bathroom	5' x 7' = 35 sq. ft.	35' x 8' = 280 cu. ft.	
17. Hallway	10' x 4' = 40 sq. ft.	40' x 8' = 320 cu. ft.	
18. Closet	4' x 6' = 24 sq. ft.	24' x 8' = 192 cu. ft.	
19. Porch	12' x 10' = 120 sq. ft.	120' x 8' = 960 cu. ft.	
20. Garage	12' x 14' = 168 sq. ft.	168' x 8' = 1344 cu. ft.	
21. Stairs	10' x 10' = 100 sq. ft.	100' x 8' = 800 cu. ft.	
22. Entry	10' x 10' = 100 sq. ft.	100' x 8' = 800 cu. ft.	

FOURTH FLOOR PLAN/
ROOF PLAN

A-205 G



07368382 #6

NOV 01 2007

FOURTH FLOOR PLAN
ROOF PLAN
DATE 1/11/02

NOTES

1. SEE PLAN

2. SEE ELEVATION

3. SEE SECTION

4. SEE DETAIL

5. SEE SCHEDULE

6. SEE SPECIFICATION

7. SEE CONTRACT

8. SEE PERMIT

9. SEE ORDINANCE

10. SEE ZONING

11. SEE DEED

12. SEE EASEMENT

13. SEE ENCUMBRANCE

14. SEE SURVEY

15. SEE ADJACENT PROPERTY

16. SEE RECORD

17. SEE TITLE

18. SEE DESCRIPTION

19. SEE LOCATION

20. SEE DATE

21. SEE SCALE

22. SEE ORIENTATION

23. SEE LEGEND

24. SEE INDEX

25. SEE APPENDIX

26. SEE GLOSSARY

27. SEE ACRONYMS

28. SEE REFERENCES

29. SEE BIBLIOGRAPHY

30. SEE CITATIONS

31. SEE FOOTNOTES

32. SEE ENDNOTES

33. SEE COMMENTS

34. SEE REVISIONS

35. SEE CHANGES

36. SEE ADDENDUMS

37. SEE AMENDMENTS

38. SEE SUPPLEMENTS

39. SEE EXHIBITS

40. SEE ATTACHMENTS

41. SEE REFERENCES

42. SEE CITATIONS

43. SEE FOOTNOTES

44. SEE ENDNOTES

45. SEE COMMENTS

46. SEE REVISIONS

47. SEE CHANGES

48. SEE ADDENDUMS

49. SEE AMENDMENTS

50. SEE SUPPLEMENTS

51. SEE EXHIBITS

52. SEE ATTACHMENTS

53. SEE REFERENCES

54. SEE CITATIONS

55. SEE FOOTNOTES

56. SEE ENDNOTES

57. SEE COMMENTS

58. SEE REVISIONS

59. SEE CHANGES

60. SEE ADDENDUMS

61. SEE AMENDMENTS

62. SEE SUPPLEMENTS

63. SEE EXHIBITS

64. SEE ATTACHMENTS

65. SEE REFERENCES

66. SEE CITATIONS

67. SEE FOOTNOTES

68. SEE ENDNOTES

69. SEE COMMENTS

70. SEE REVISIONS

71. SEE CHANGES

72. SEE ADDENDUMS

73. SEE AMENDMENTS

74. SEE SUPPLEMENTS

75. SEE EXHIBITS

76. SEE ATTACHMENTS

77. SEE REFERENCES

78. SEE CITATIONS

79. SEE FOOTNOTES

80. SEE ENDNOTES

81. SEE COMMENTS

82. SEE REVISIONS

83. SEE CHANGES

84. SEE ADDENDUMS

85. SEE AMENDMENTS

86. SEE SUPPLEMENTS

87. SEE EXHIBITS

88. SEE ATTACHMENTS

89. SEE REFERENCES

90. SEE CITATIONS

91. SEE FOOTNOTES

92. SEE ENDNOTES

93. SEE COMMENTS

94. SEE REVISIONS

95. SEE CHANGES

96. SEE ADDENDUMS

97. SEE AMENDMENTS

98. SEE SUPPLEMENTS

99. SEE EXHIBITS

100. SEE ATTACHMENTS



NOTES

1. SEE PLAN

2. SEE ELEVATION

3. SEE SECTION

4. SEE DETAIL

5. SEE SCHEDULE

6. SEE SPECIFICATION

7. SEE CONTRACT

8. SEE PERMIT

9. SEE ORDINANCE

10. SEE ZONING

11. SEE DEED

12. SEE EASEMENT

13. SEE ENCUMBRANCE

14. SEE SURVEY

15. SEE ADJACENT PROPERTY

16. SEE RECORD

17. SEE TITLE

18. SEE DESCRIPTION

19. SEE LOCATION

20. SEE DATE

21. SEE SCALE

22. SEE ORIENTATION

23. SEE LEGEND

24. SEE INDEX

25. SEE APPENDIX

26. SEE GLOSSARY

27. SEE ACRONYMS

28. SEE REFERENCES

29. SEE BIBLIOGRAPHY

30. SEE CITATIONS

31. SEE FOOTNOTES

32. SEE ENDNOTES

33. SEE COMMENTS

34. SEE REVISIONS

35. SEE CHANGES

36. SEE ADDENDUMS

37. SEE AMENDMENTS

38. SEE SUPPLEMENTS

39. SEE EXHIBITS

40. SEE ATTACHMENTS

41. SEE REFERENCES

42. SEE CITATIONS

43. SEE FOOTNOTES

44. SEE ENDNOTES

45. SEE COMMENTS

46. SEE REVISIONS

47. SEE CHANGES

48. SEE ADDENDUMS

49. SEE AMENDMENTS

50. SEE SUPPLEMENTS

51. SEE EXHIBITS

52. SEE ATTACHMENTS

53. SEE REFERENCES

54. SEE CITATIONS

55. SEE FOOTNOTES

56. SEE ENDNOTES

57. SEE COMMENTS

58. SEE REVISIONS

59. SEE CHANGES

60. SEE ADDENDUMS

61. SEE AMENDMENTS

62. SEE SUPPLEMENTS

63. SEE EXHIBITS

64. SEE ATTACHMENTS

65. SEE REFERENCES

66. SEE CITATIONS

67. SEE FOOTNOTES

68. SEE ENDNOTES

69. SEE COMMENTS

70. SEE REVISIONS

71. SEE CHANGES

72. SEE ADDENDUMS

73. SEE AMENDMENTS

74. SEE SUPPLEMENTS

75. SEE EXHIBITS

76. SEE ATTACHMENTS

77. SEE REFERENCES

78. SEE CITATIONS

79. SEE FOOTNOTES

80. SEE ENDNOTES

81. SEE COMMENTS

82. SEE REVISIONS

83. SEE CHANGES

84. SEE ADDENDUMS

85. SEE AMENDMENTS

86. SEE SUPPLEMENTS

87. SEE EXHIBITS

88. SEE ATTACHMENTS

89. SEE REFERENCES

90. SEE CITATIONS

91. SEE FOOTNOTES

92. SEE ENDNOTES

93. SEE COMMENTS

94. SEE REVISIONS

95. SEE CHANGES

96. SEE ADDENDUMS

97. SEE AMENDMENTS

98. SEE SUPPLEMENTS

99. SEE EXHIBITS

100. SEE ATTACHMENTS

NOTES

1. SEE PLAN

2. SEE ELEVATION

3. SEE SECTION

4. SEE DETAIL

5. SEE SCHEDULE

6. SEE SPECIFICATION

7. SEE CONTRACT

8. SEE PERMIT

9. SEE ORDINANCE

10. SEE ZONING

11. SEE DEED

12. SEE EASEMENT

13. SEE ENCUMBRANCE

14. SEE SURVEY

15. SEE ADJACENT PROPERTY

16. SEE RECORD

17. SEE TITLE

18. SEE DESCRIPTION

19. SEE LOCATION

20. SEE DATE

21. SEE SCALE

22. SEE ORIENTATION

23. SEE LEGEND

24. SEE INDEX

25. SEE APPENDIX

26. SEE GLOSSARY

27. SEE ACRONYMS

28. SEE REFERENCES

29. SEE BIBLIOGRAPHY

30. SEE CITATIONS

31. SEE FOOTNOTES

32. SEE ENDNOTES

33. SEE COMMENTS

34. SEE REVISIONS

35. SEE CHANGES

36. SEE ADDENDUMS

37. SEE AMENDMENTS

38. SEE SUPPLEMENTS

39. SEE EXHIBITS

40. SEE ATTACHMENTS

41. SEE REFERENCES

42. SEE CITATIONS

43. SEE FOOTNOTES

44. SEE ENDNOTES

45. SEE COMMENTS

46. SEE REVISIONS

47. SEE CHANGES

48. SEE ADDENDUMS

49. SEE AMENDMENTS

50. SEE SUPPLEMENTS

51. SEE EXHIBITS

52. SEE ATTACHMENTS

53. SEE REFERENCES

54. SEE CITATIONS

55. SEE FOOTNOTES

56. SEE ENDNOTES

57. SEE COMMENTS

58. SEE REVISIONS

59. SEE CHANGES

60. SEE ADDENDUMS

61. SEE AMENDMENTS

62. SEE SUPPLEMENTS

63. SEE EXHIBITS

64. SEE ATTACHMENTS

65. SEE REFERENCES

66. SEE CITATIONS

67. SEE FOOTNOTES

68. SEE ENDNOTES

69. SEE COMMENTS

70. SEE REVISIONS

71. SEE CHANGES

72. SEE ADDENDUMS

73. SEE AMENDMENTS

74. SEE SUPPLEMENTS

75. SEE EXHIBITS

76. SEE ATTACHMENTS

77. SEE REFERENCES

78. SEE CITATIONS

79. SEE FOOTNOTES

80. SEE ENDNOTES

81. SEE COMMENTS

82. SEE REVISIONS

83. SEE CHANGES

84. SEE ADDENDUMS

85. SEE AMENDMENTS

86. SEE SUPPLEMENTS

87. SEE EXHIBITS

88. SEE ATTACHMENTS

89. SEE REFERENCES

90. SEE CITATIONS

91. SEE FOOTNOTES

92. SEE ENDNOTES

93. SEE COMMENTS

94. SEE REVISIONS

95. SEE CHANGES

96. SEE ADDENDUMS

97. SEE AMENDMENTS

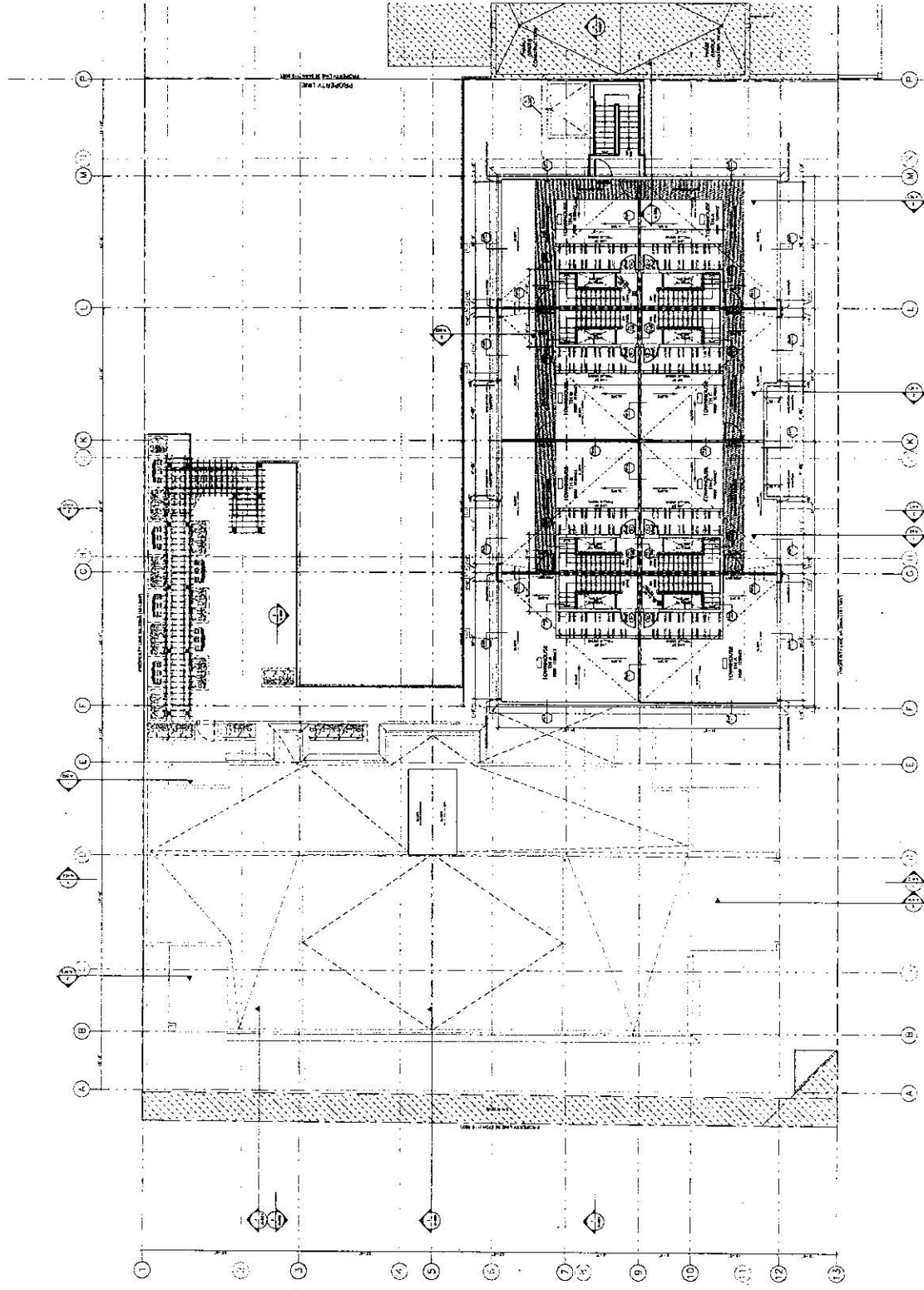
98. SEE SUPPLEMENTS

99. SEE EXHIBITS

100. SEE ATTACHMENTS

ROOF PLAN
ROOF TERRACE PLAN

A-206 G



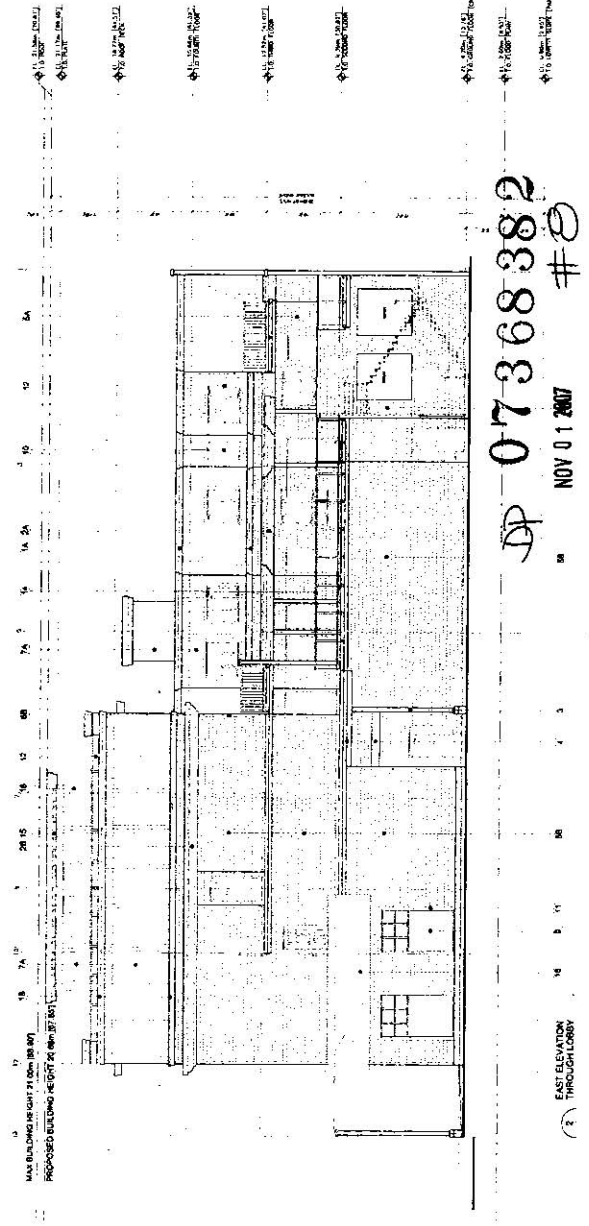
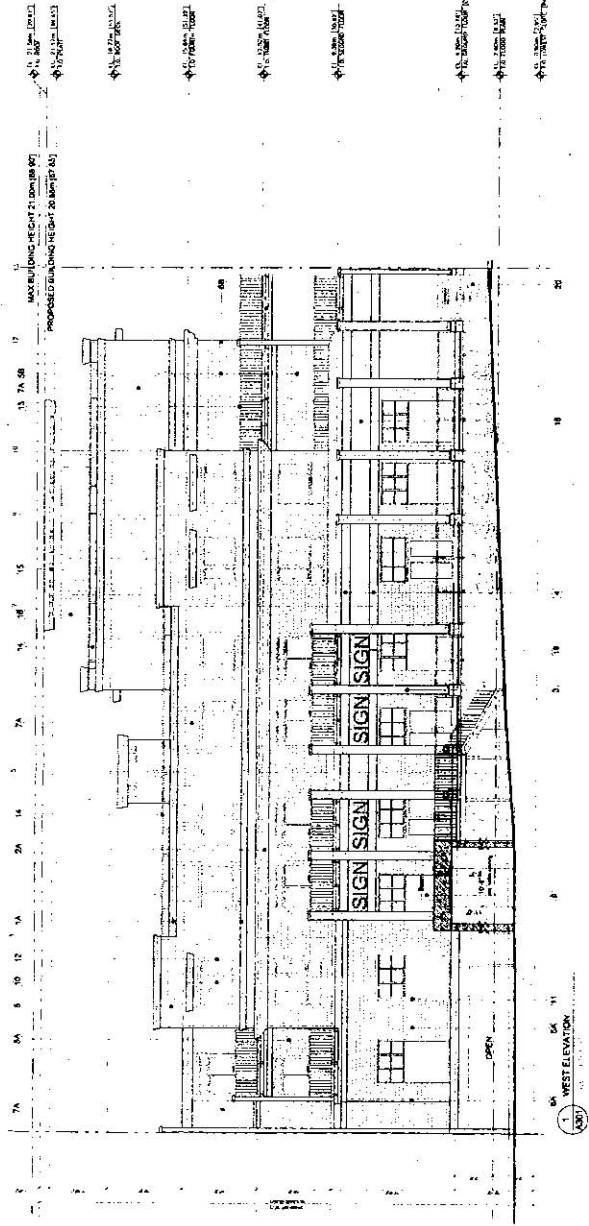
07368382

#7

NOV 01 2007

ROOF PLAN
SCALE: 1/8" = 1'-0"

- NOTES
1. SEE ARCHITECTURAL SPECIFICATIONS FOR MATERIALS AND FINISHES.
 2. SEE ELECTRICAL SPECIFICATIONS FOR LIGHTING AND POWER REQUIREMENTS.
 3. SEE MECHANICAL SPECIFICATIONS FOR HVAC SYSTEMS.
 4. SEE CIVIL SPECIFICATIONS FOR SITEWORK AND UTILITY LOCATIONS.
 5. SEE STRUCTURAL SPECIFICATIONS FOR FOUNDATION AND FRAMING.
 6. SEE FINISHES SPECIFICATIONS FOR INTERIORS.
 7. SEE SCHEDULE FOR EQUIPMENT AND MATERIALS.
 8. SEE ELEVATIONS FOR EXTERIOR FINISHES.
 9. SEE SECTION CUTS FOR VERTICAL ALIGNMENT.
 10. SEE DETAIL DRAWINGS FOR CONNECTIONS.
 11. SEE LAYOUT FOR SIGNAGE AND MARKINGS.
 12. SEE EROSION CONTROL MEASURES.
 13. SEE TRAFFIC CALMING MEASURES.
 14. SEE LANDSCAPE ARCHITECTURE FOR PLANTING.
 15. SEE SOUND ATTENUATION MEASURES.
 16. SEE VIBRATION MITIGATION MEASURES.
 17. SEE AIR QUALITY MITIGATION MEASURES.
 18. SEE NOISE ABATEMENT MEASURES.
 19. SEE DUST SUPPRESSION MEASURES.
 20. SEE TRAFFIC MANAGEMENT MEASURES.



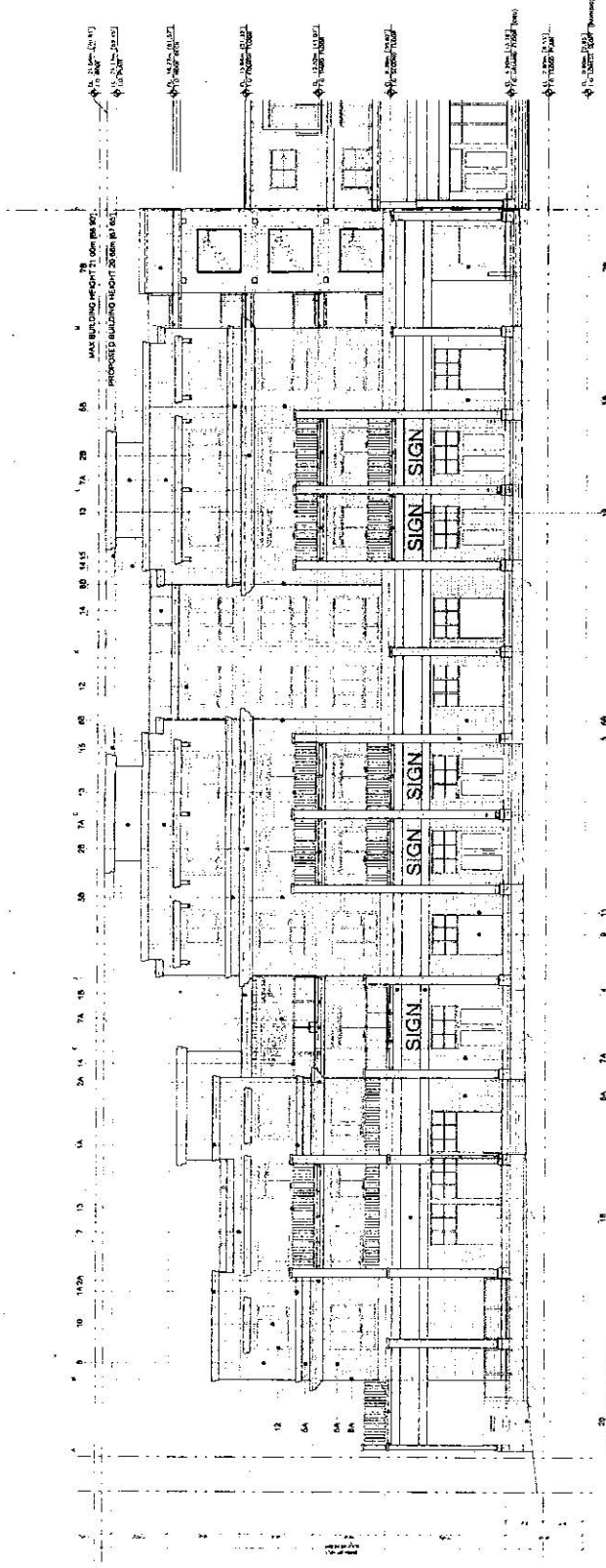
DP 07368382

NOV 01 2007

#0

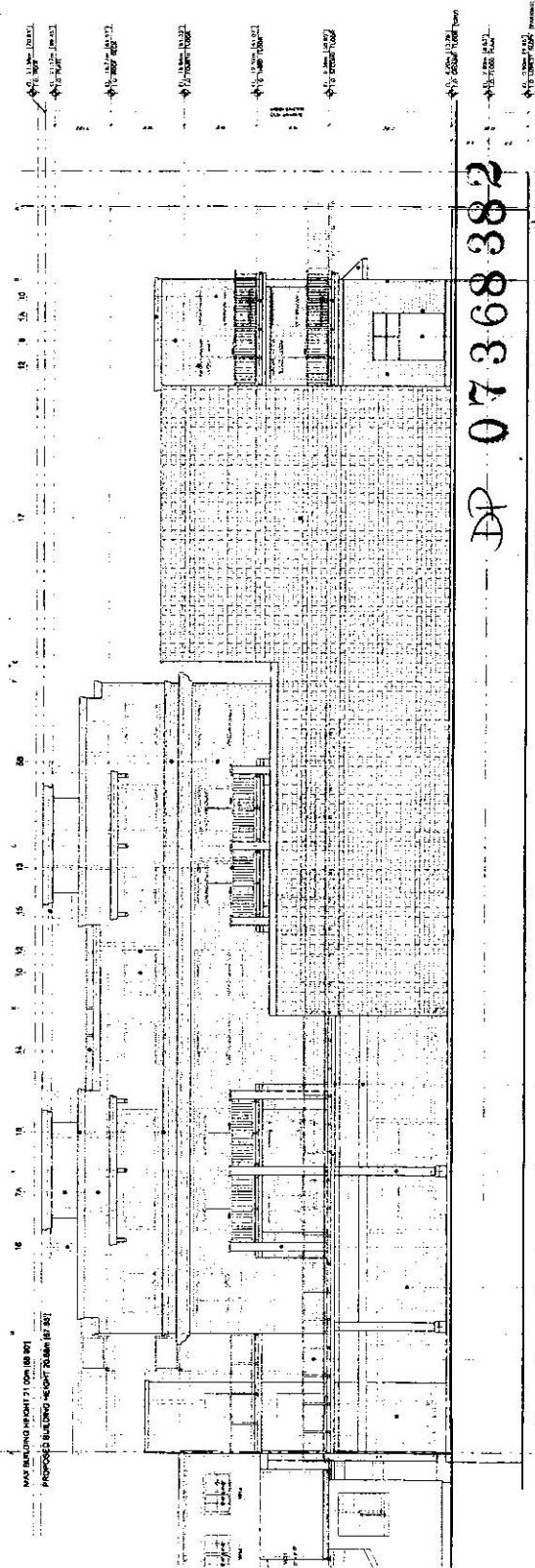
- NOTES
1. SEE ARCHITECTURAL SPECIFICATIONS FOR MATERIALS AND FINISHES.
 2. SEE ELECTRICAL SPECIFICATIONS FOR LIGHTING AND POWER REQUIREMENTS.
 3. SEE MECHANICAL SPECIFICATIONS FOR HVAC SYSTEMS.
 4. SEE CIVIL SPECIFICATIONS FOR SITEWORK AND UTILITY LOCATIONS.
 5. SEE STRUCTURAL SPECIFICATIONS FOR FOUNDATION AND FRAMING.
 6. SEE FINISHES SPECIFICATIONS FOR INTERIORS.
 7. SEE SCHEDULE FOR EQUIPMENT AND MATERIALS.
 8. SEE ELEVATIONS FOR EXTERIOR FINISHES.
 9. SEE SECTION CUTS FOR VERTICAL ALIGNMENT.
 10. SEE DETAIL DRAWINGS FOR CONNECTIONS.
 11. SEE LAYOUT FOR SIGNAGE AND MARKINGS.
 12. SEE EROSION CONTROL MEASURES.
 13. SEE TRAFFIC CALMING MEASURES.
 14. SEE LANDSCAPE ARCHITECTURE FOR PLANTING.
 15. SEE SOUND ATTENUATION MEASURES.
 16. SEE VIBRATION MITIGATION MEASURES.
 17. SEE AIR QUALITY MITIGATION MEASURES.
 18. SEE NOISE ABATEMENT MEASURES.
 19. SEE DUST SUPPRESSION MEASURES.
 20. SEE TRAFFIC MANAGEMENT MEASURES.

- 1. ARCHITECT: [Faint text]
- 2. PROJECT: [Faint text]
- 3. LOCATION: [Faint text]
- 4. DATE: [Faint text]
- 5. DRAWN BY: [Faint text]
- 6. CHECKED BY: [Faint text]
- 7. APPROVED BY: [Faint text]
- 8. [Faint text]
- 9. [Faint text]
- 10. [Faint text]
- 11. [Faint text]
- 12. [Faint text]
- 13. [Faint text]
- 14. [Faint text]
- 15. [Faint text]
- 16. [Faint text]
- 17. [Faint text]
- 18. [Faint text]
- 19. [Faint text]
- 20. [Faint text]



20 SOUTH ELEVATION

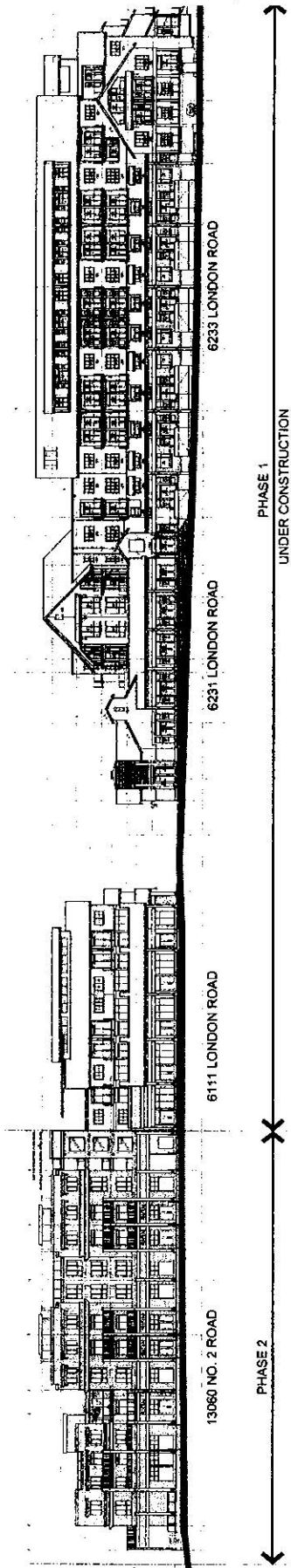
- 1. ARCHITECT: [Faint text]
- 2. PROJECT: [Faint text]
- 3. LOCATION: [Faint text]
- 4. DATE: [Faint text]
- 5. DRAWN BY: [Faint text]
- 6. CHECKED BY: [Faint text]
- 7. APPROVED BY: [Faint text]
- 8. [Faint text]
- 9. [Faint text]
- 10. [Faint text]
- 11. [Faint text]
- 12. [Faint text]
- 13. [Faint text]
- 14. [Faint text]
- 15. [Faint text]
- 16. [Faint text]
- 17. [Faint text]
- 18. [Faint text]
- 19. [Faint text]
- 20. [Faint text]



21 NORTH ELEVATION

DP 07368382
NOV 01 2007

NOTES



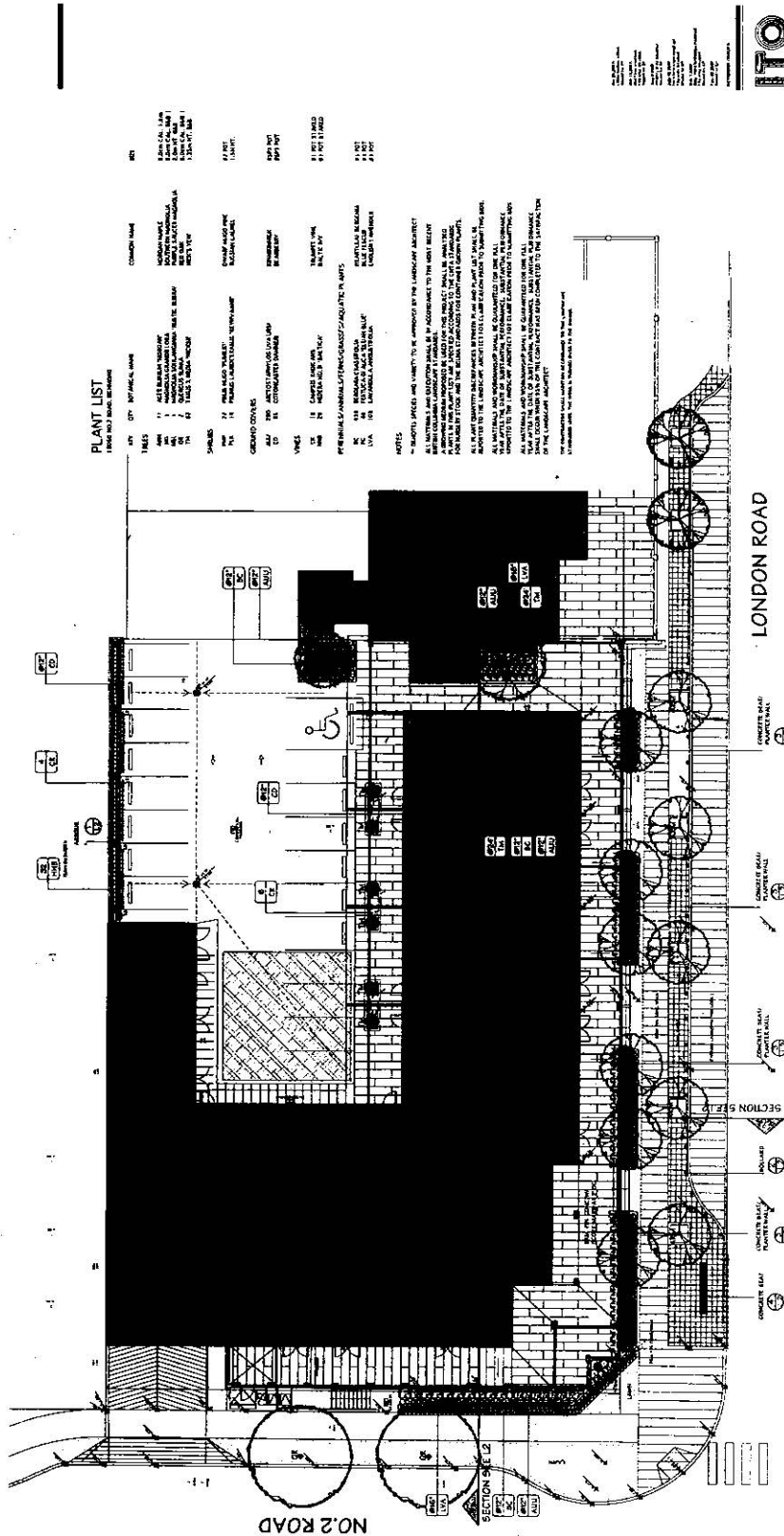
1 COMPOSITE ELEVATION AT LONDON ROAD
A300

DATE: 11/01/2007
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
APPROVED BY: J. L. LEE
LONDON NO. 2 ROAD
DEVELOPMENT
ARCHITECT: J. L. LEE
DATE: 11/01/2007
City Development
Plan (City) Corp

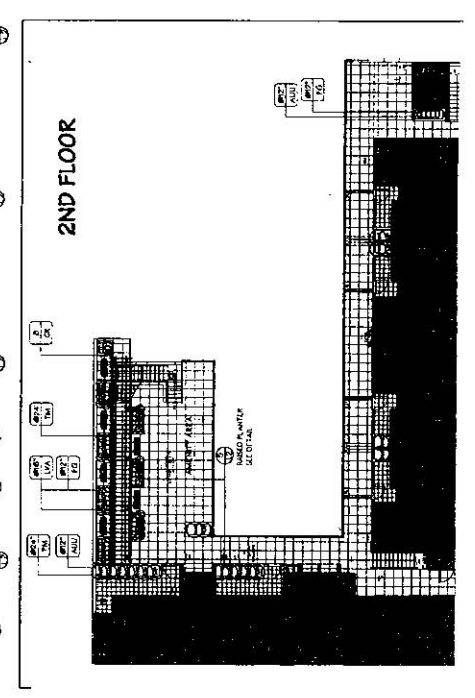
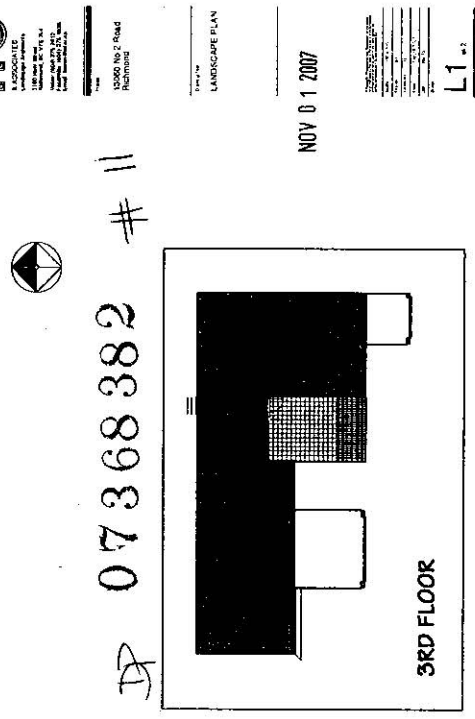
SOUTH ELEVATION
COMPOSITE

DP 07368382
#10

NOV 01 2007



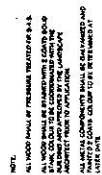
PLANT LIST

[illegible][illegible]

07368382 #11

NOV 01 2007

L1.2

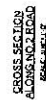


NOTE:

ALL WOOD SHALL BE PRESURIZED TREATED FOR F-1.

ALL WOOD SHALL BE STAINED WITH 2 COATS SOLID COLOR. STAIN SHALL BE COORDINATED WITH THE SURROUNDING LANDSCAPE.

ALL METAL COMPONENTS SHALL BE GALVANIZED AND PAINTED 2 COATS. COAT TO BE DETERMINED AT LATER DATE.



07368382 #12

NOV 01 2007

12⁹³

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

LANDSCAPE
DETAIL
SECTION

13060 NO 2 Road
Richmond

1. The first step is to identify the problem. In this case, the problem is that the company is not meeting its sales targets.